

173 645

CLASSIFIED MESSAGE

Approved For Release 2002/06/18 : CIA-RDP74B00836R000200020028-7

1000Z 9 NOV 65

TOP SECRET

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

PRIORITY

TO DIRECTOR

FROM

SUBJECT

INFO

TOR 1211Z 9 NOV 65

OPS 1-10

IN 70454

TO

[REDACTED] INTERM PROGRESS REPORT

25X1A

WATER SALVAGE OPERATIONS

1. ON 3 AND 4 NOV ACCIDENT BOARD MEMBERS INTERVIEWED WITNESSES TO THE FINAL FLIGHT PATH AND IMPACT. IT WAS SURPRISING TO OBTAIN MANY ACCURATE VECTORS FROM DIFFERENT LOCATIONS WHICH PINPOINTED THE FINAL IMPACT POINT TO WITHIN 1000 FT RADIUS. BOARD MEMBERS PARTICIPATED IN MARKING THIS SPOT ON 4 NOV WITH A BUOY USING LOCAL BOAT/PEOPLE SUPPORT. "BLACK CURRENT" WHICH IS PREVALENT IN THIS AREA, 300 MI WIDE, 2 1/2 TO 3 KNOTS ON THE BOTTOM AND FLOWS [REDACTED] THIS DOES NOT EFFECT DIVING OPERATIONS AND WOULD TEND TO MOVE THE WRECKAGE TOWARDS SHORE. THE FINAL IMPACT POINT WAS [REDACTED] WHICH LIES JUST SOUTH OF THE VILLAGE [REDACTED]. THE WATER DEPTH AT OUR BUOY IS 110 FT AND BOTTOM VISIBILITY IS APPROXIMATELY 20 FT.

TOP SECRET

GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

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2. DIVING OPERATIONS HAVE BEEN CONDUCTED []

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[] ON 2,3,5,6, AND 8 NOV WITH NO RESULTS THUS FAR.

RESTRICTED DIVING ACTIVITY HAS OCCURED ON SOME DAYS DUE TO HEAVY SWELLS BEING PREVALENT. THEY ARE USING DIVING SUIT EQUIPMENT AND USING THIS GEAR UP TO 140 FT DEPTHS. THEY ALSO PLANNED TO USE SCUBA/SLED GEAR TOWED BEHIND OUTBOARD MOTOR BOAT. UP TO 80 FT DEPTHS TO EXPEDITE SEARCH OVER A LARGER AREA. THE [] DIVERS ARRIVED 9 NOV.

25X1

3. WE ARE EXTREMELY CONFIDENT THAT THE FINAL WRECKAGE WILL BE FOUND.

LAND SEARCH OPERATIONS

4. THE DESCENT VECTOR WAS DEFINITELY ESTABLISHED AS PASSING OVER A PROMENTORY OF LAND WITH THE PREVAILING WINDS SUCH THAT SOME PARTS LOST IN DESCENT OR A PARACHUTE WOULD BE CARRIED FURTHER INLAND. AT LEAST ONE WITNESS THOUGHT HE SAW A PIECE LAND ON A MOUNTAIN TOP. THE TERRAIN IS VERY RUGGED AND DOES NOT LEND ITSELF TO GROUND SEARCH OPERATIONS; HOWEVER, ALL RESIDENTS IN THE AREA HAVE BEEN ALERTED THRU LOCAL POLICE TO REPORT AND BRING IN ANY PARTS WHICH ARE FOUND.

25X1A

5. ON 4 NOV [] MADE PASSES OVER LAND AREA WITH DELTA III OPERATING AT ALTITUDES 60,30 AND 15M. QUALITY OF 15M TAKE OUTSTANDING AND DATA IS BEING METICULOUSLY SEARCHED BY P.I. TYPES. WITH NO RESULTS THUS FAR.

6. HELICOPTER SEARCH WAS CONDUCTED SEVERAL DAYS DURING WEEK OF 1 NOV. WITH NEGATIVE RESULTS.

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ACCIDENT INVESTIGATION

7. SOME SIGNIFICANT POINTS DISCLOSED BY INVESTIGATION
THUS FAR ARE:

A. GROUND DISTANCE COVERED IN DESCENT TO IMPACT 11.4
NM THIS GIVES AN APPROXIMATE AVERAGE DESCENT ANGLE OF 49.3
DEG FROM THE HORIZON.

B. DESCENT TRACK IN APPROXIMATELY 13.5 DEG SHORT OF
ROLLOUT TO THE PROGRAMMED FLIGHT LINE OF 200 DEG. IN
OTHER WORDS THE TURN HAD BEEN ALMOST COMPLETED.

C. .8 MACH WAS EXCEEDED AT 60.6M.

D. THE TAIL OF THE ACFT PROBABLY FAILED ABOUT 50M.

E. WE BELIEVE THAT WHATEVER HAPPENED INITIALLY
OCCURED VERY QUICKLY THEN GENERATED AN OVER MACH DESCENT.

F. WE BELIEVE THAT INITIALLY THE THROTTLE WAS
RETARDED TO IDLE AND THAT ENGINE FLAMEOUT OCCURED AT APP
67M. (NOTE: CRUISE ALTITUDE AT TIME OF DIFFICULTY 69.9M
DERIVED FROM SIMULATED 384 FLIGHT PREDICTED DATA.)

G. WE BELIEVE THAT AC GEN R/W SIGNAL AT 2:09:26
WAS UNDER FREQUENCY, AND NOT ONE OF THE OTHER FOUR SENSES,
SINCE THIS POINT FITS THE CURVE OF 75 PER CENT INITIAL RPM IN CRUISE. WHEN PLOTTED AGAINST CURVE USING 384
SIMULATING MISSION OF 352 WE FEEL CONFIDENT OF ITEM F ABOVE.

H. WE BELIEVE THAT THE IMMEDIATE PROBLEM WAS NOT IN
THE STALL CATAGORY BUT ONE WHICH RAPIDLY GENERATED INTO
AN OVER MACH STEEP DESCENT. ALTHOUGH WE ARE NOT SURE,

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SEVERAL ITEMS GIVE US A STRONG FEELING THAT IT WAS INITIALLY A WINGS LEVEL OVER MACH DESCENT.

I. WE HAVE A LIST OF 15 POSSIBILITIES OF WHICH 10 FIT ITEM H. ABOVE AND WHICH ARE UNDER INVESTIGATION.

J. WE HAVE FOUND THAT EXTREMELY POOR PACKAGING OF AUTO-PILOT-GYRO PLATFORMS, MAY BE ADVERSELY AFFECTING PERFORMANCE.

25X1A K. IT IS APPARENT THAT THE TAXI-IN OPERATION AT

[] COULD DAMAGE AUTO-PILOT-GYRO DURING GYRO RUNDOWN.

L. PE SUPPORT IS BEING THOROUGHLY INVESTIGATED. GENERALLY THE PROCEDURES AND EQUIPMENT ARE SATISFACTORY.

END OF MESSAGE

T O P S E C R E T